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SECRET

REPORT NO.

COUNTRY East Germany/USSR

DATE DISTR. 14 Oct. 53

SUBJECT Soviet Vehicles

NO. OF PAGES 2

50X1

PLACE ACQUIRED

NO. OF ENCLS. (LISTED BELOW)

50X1 50X1

DATE ACQUIRED BY SOURCE

SUPPLEMENT TO REPORT NO.

DATE OF INFORMATION

THIS IS UNEVALUATED INFORMATION 50X1

1. All Ford Sixes belonging to Soviet Army units in Germany were returned to the USSR (where they were allotted to the national economy) and have been partially replaced by Soviet GAZ 150's - GAZ 151's. Ford Sixes, however, remained in Soviet Air Force units. All vehicles returned to, or received from, the USSR were returned by rail and never by sea. The number of Soviet vehicles which came as replacements was less than the number of Ford Sixes returned to the USSR, so that there was a shortage of vehicles in GOFG.

2. American Studebakers, Dodges, and Willys were kept in GOFG as prime movers; they were in good mechanical condition. New vehicles of Russian origin, such as GAZ-63's and ZIS-150's, were used as prime movers and for routine transportation. Lend-lease vehicles were still in use in the USSR as prime movers. I heard no rumors about the replacement of Studebakers by Soviet-made vehicles. Metal box-type bodies were being placed on Studebakers at the 53d Auto Repair Workshops in Koenigswusterhausen (N 52-17, E 13-37) which was subordinate to GOFG. Such vehicles were intended for use as mobile workshops (Letuchki).

3. Every vehicle, with the exception of those allocated to important senior officers, was limited to 12,000 km. travel a year. The CO of a unit was required to economize on POL so as to be able to meet unforeseen eventualities which might arise during exercises; if a unit CO used more than his quota, he had to pay the retail price of four rubles for each liter used (wholesale price, 0.90 ruble per liter).

4. All spare parts and assemblies, both for lend-lease and Soviet vehicles, were manufactured in Germany. The sole exception was spare parts for Pobeda passenger vehicles which were imported from the USSR. No spare parts for Soviet-made trucks were received in Germany. General of the Army (fnu) SHIMILIS, head

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Source Description.—A description of the individual **from** whom, and, when pertinent, of any other individual **through** whom the information was received.

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of the Automobile and Tractor Directorate in Moscow, visited GOFG recently to ascertain how and where spare parts for Soviet-made vehicles could be manufactured in the Soviet Zone of Germany.

5. Vehicles were frequently returned from repair bases to their original units without the necessary documents assigning the vehicle to a specific driver. In such cases, the repair base would chalk transit or passage (Peregan) on the body of the vehicle. This designation mark would permit the vehicle to pass any traffice control check points.

6. If a vehicle were in such poor mechanical condition that it could not be used, a commission from GOFG Auto Administration examined the vehicle and declared it unfit. All parts of such a vehicle which could be used were removed and placed in the Army Department for Spare Parts for Automobiles and Tractors.

7. Soviet vehicles (trucks, sedans) did not have individual instruction books or manuals for maintenance. There were general instructions issued by the Armed Forces Ministry, Moscow, however, for maintenance of vehicles and each Automobile Department of the GOFG Armies issued its own directives for maintenance to the drivers.

8. A card was kept on each tire of military vehicles which gave the mileage of that tire. Sedan tires were replaced after 25,000 km.; truck tires, after 37,500 km. 50X1

9.

10. The term "Varem" stood for Voyennaya Avto Remontnaya Electro Masterskaya, or Mobile Electrical Repair shops.

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